



**CITY OF AUBURN  
PUBLIC WORKS COMMITTEE**

**February 2, 2009**

**I. CALL TO ORDER**

Chairman Rich Wagner called the meeting to order at 3:00 p.m. in Council Chambers, located on the first floor of Auburn City Hall, 25 West Main Street, Auburn, Washington. Committee members present were: Chairman Rich Wagner, Vice-Chair Gene Cerino, and Member Sue Singer. Also present during the meeting were: Mayor Peter B. Lewis, Public Works Director Dennis Dowdy, City Engineer/Assistant Director Dennis Selle, Assistant City Engineer Ingrid Gaub, Senior Project Engineer Bill Helbig, Utilities Engineer Dan Repp, Traffic Engineer Pablo Para, Transportation Planner Joe Welsh, Street System Engineer Seth Wickstrom, Engineering Aide Amber Mund, City Attorney Dan Heid, Government Relations Manager Carolyn Robertson, Risk Manager Rob Roscoe, Finance Director Shelley Coleman, Planning Director Cindy Baker, Planner Chris Andersen, Parks and Recreation Director Daryl Faber, Vice Chair Government Affairs for the Auburn Chamber of Commerce Terry Davis, President and COO for the Auburn Chamber of Commerce Nancy Wyatt, Jeremy Delmar, Project Manager, Roth Hill Engineering Partners, LLC, Robert Whale from the Auburn Reporter, Citizen Wayne Osborne, and Department Secretary Jennifer Rigsby.

**II. CONSENT AGENDA**

**A. APPROVAL OF MINUTES**

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee approve the Public Works Committee minutes for date, January 20, 2009. Motion carried.

**B. RIGHT-OF-WAY USE PERMIT NO. 09-01 FOR PARKS, ARTS, AND RECREATION  
DEPARTMENT PETPALOOZA DOG TROT FUN RUN**

Engineering Aide Mund reported the Parks, Arts, and Recreation Department applied for a permit for the Annual Petpalooza Dog Trot Fun Run. Using a vicinity map, Mund outlined the Dog Trot Fun Run route, stating at this year's event a portion of R Street SE, from 37<sup>th</sup> Way SE to the Game Farm Park entrance would be closed to traffic. Mund said because of the popularity of the event, the Parks Department feels the street closure is necessary for safety reasons. Chairman Wagner asked about a detour route. Mund answered one lane of on R Street SE would be closed and there would be flaggers present to direct traffic through the open lane.

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee approve Right-of-Way Use Permit No. 09-01 for the Parks, Arts, and Recreation Department Petpalooza Dog Trot Fun Run.

Motion carried 3-0.

**C. PERMISSION TO INITIATE PROJECT NO. CP0904, 2009 CITY SIDEWALK REPAIR  
PROJECT**

Street System Engineer Wickstrom reviewed the budget status sheet with the Committee. Wickstrom stated \$25,000 is being spent by the R Street Improvement Project and the total budget for this sidewalk repair project is \$175,000.

Chairman Wagner asked what the process is to determine the severity of the condition of the sidewalks and how they are chosen to be included in the project. Wickstrom responded staff looks for the largest concentration of sidewalks in poor and/or hazardous condition. Staff also uses a list maintained by the Street Division of citizens who call the City regarding the condition of the sidewalks. Assistant Director/City Engineer Selle said staff documents the problem sidewalks in the City, reviews the amount of pedestrian traffic in each area. The areas are combined into a neighborhood to avoid large mobilization expenses for smaller areas.

Chairman Wagner commented on the lack of neighborhood interest in Sidewalk Local Improvement Districts (LIDs) for new sidewalks in the Forest Villa and Dogwood neighborhoods in the past. Wickstrom stated the City Sidewalk Repair Project is for the repair of existing sidewalks and not to install new sidewalks.

Member Singer asked if any funds from the Photo Safe program could be used for sidewalk improvements. Selle answered currently the Photo Safe funds are not budgeted for sidewalk repair and reallocating the funds has not been reviewed. The Committee discussed safety issues related to sidewalks in need of repair. Chairman Wagner commented that the issue of reallocating funds from Photo Safe the traffic calming projects should be discussed at the Council Retreat. Wagner requested the Committee be briefed on pending neighborhood requests for traffic calming projects at a future meeting.

Vice-Chair Cerino commented he is pleased with the Public Works Department staff's response to citizens who report problems with sidewalks and commended staff.

It was moved by Vice-Chair Cerino, seconded by Member Singer, that the Committee grant permission to initiate project no. CP0904, 2009 City Sidewalk Repair Project.

Motion carried 3-0.

### III. EXECUTIVE SESSION

Chairman Wagner called for an Executive Session at 3:11 p.m. to discuss a pending litigation matter. The session will last approximately 10 minutes.

The Committee reconvened at 3:23 p.m.

Mayor Lewis stated he was late arriving at the Public Works Committee Meeting because he was attending a planning meeting for the first public meeting regarding the Howard Hanson Dam and Green River. There will be public meetings held on Friday, February 6 and Saturday, February 7, 2009 to discuss the condition of the dam and the potential for flooding in the community. Mayor Lewis stated there is a situation at the Howard Hanson Dam, a sinkhole, and there are experts nationwide trying to find the cause of the problem with the dam and possible fixes. The waters held by the dam are being kept at lower levels than usual so it is possible that greater amounts of water will be released into the Green River during large storm events. The City is in constant communication with the Army Corps of Engineers and is reviewing maps to determine what the affect on Auburn will be if the levees along the Green

River are compromised. The City recommends citizens, especially those living in the North/Northeast area of the City contact their insurance providers regarding flood insurance.

#### IV. ISSUES

There are no Issue items for action.

#### V. DISCUSSION AND INFORMATION

##### A. ORDINANCE NO. 6223 – CONFIRM FINAL ASSESSMENT ROLL FOR LOCAL IMPROVEMENT DISTRICT (LID) NO. 350, M STREET SE SIDEWALK LID

There were no comments or questions from the Committee and the Committee is in agreement with Ordinance No. 6223, Confirming Final Assessment Roll for Local Improvement District (LID) No. 350, M Street SE Sidewalk LID.

##### B. RESOLUTION NO. 4445 APPROVING THE DEMOLITION OF RESIDENCE LOCATED AT 2033 4<sup>TH</sup> STREET SOUTHEAST, IN AUBURN, WASHINGTON

Risk Manager Roscoe and Parks and Recreation Director Daryl Faber were present to discuss Resolution No. 4445 with the Committee. Chairman Wagner asked which account is paying for the demolition. Director Faber responded the funds have not been recognized nor has the actual price been set because the project has not gone out to bid. Finance Director Coleman stated staff is still working on the funding source.

The Committee reviewed the Subject Plat Map provided and an aerial map presented by Steve Burke.

##### C. PROPOSED DOOR TAX

The Committee reviewed proposed Ordinance No. 6217.

Page 1, Item D: Chairman Wagner commented following changes in zoning, the City was no longer recruiting freight dependant businesses and questioned the wording of the Ordinance. Mayor Lewis responded that the City's inability to maintain the freight corridors is what is inhibiting the encouragement of freight dependant businesses. With the ability to have a funding source for the freight corridors, the situation is changed. Wagner stated he is still uncomfortable with the wording, "...recruit and retain these businesses..." Vice-Chair Cerino concurred and suggested an explanation of why the City has not been encouraging freight businesses and how the Door Tax might change the City's position be included in the ordinance. Mayor Lewis asked if Chairman Wagner would support retaining the current businesses.

Member Singer suggested including the phrase "...Auburn has historically been a major regional location for this branch of commerce..." to Item C. Mayor Lewis and Chairman Wagner concurred.

Government Relations Manager Robertson stated that items a through e on page 1 were taken directly from the Citizens' Task Force on Arterial Streets.

Mayor Lewis stated that with the mitigation package and the support of costs created, he has no problem working to retain the businesses. The Committee discussed the mitigation package and the importance of retaining the businesses.

Chairman Wagner asked how much revenue will be collected by the proposed door tax. Director Dowdy answered the tax is estimated at \$280 per door, in order to raise one half of the \$25 million it will take to repair the freight routes through the City.

Vice-Chair Cerino recommended an explanation of how the State's Streamlined Sales Tax (SST) has negatively affected City funds used to maintain the freight routes and why the City must turn to local funding sources, such as the Door Tax, be included in the ordinance. The Committee continued discussion about rewording items c and d of the ordinance.

Page 2, Items B1 and B2: Chairman Wagner requested studies that support the data regarding shipping freight and the wear and tear on the freight routes used in the ordinance be provided. Director Dowdy responded the Washington State Highway Manual contains the studies that support the data. Member Singer suggested the studies be cited in the ordinance. Mayor Lewis listed the studies used and Government Relations Manager Robertson will provide Chairman Wagner with the studies.

Page 3, Section 3.96.040, Item B: Chairman Wagner asked if a dock door license would need to be posted on every door the business operates. Mayor Lewis confirmed. Robertson stated the license is a sticker which will need to be posted to the left or right side of the door, so it can be visible when the door is open.

Page 3, Section 3.96.040, Item E: Chairman Wagner asked how GSA will be affected by the door tax. City Attorney Heid responded the City can not impose the excise on any business that it would not be entitled to license, therefore a business on GSA property, that would need a City business license in order to operate, would be subject to the tax, but GSA, a Federal entity, would not.

Page 4, Section 3.96.050, Item C: Chairman Wagner asked for feedback from the Committee about the estimated rate of the excises, \$280. Mayor Lewis and Director Dowdy reviewed the formula used to determine the rate. Chairman Wagner asked how many miles of freight corridor have been identified. Director Dowdy answered approximately 25 miles. Chairman Wagner questioned the ability to bring 25 miles to truck standards for \$25 million. Mayor Lewis stated the Door Tax would not be the sole source of funds for the projects.

The Committee continued discussing additional funding sources and the amount it will take to bring the freight corridor to truck standards.

Page 5: The Committee discussed whether or not this tax should be brought forward, considering the current state of the national economy. Member Singer stated she could not support the tax at this time. Mayor Lewis reported the door tax has been reviewed monthly at the Valley Cities Mayors meetings and has local business support.

Nancy Wyatt and Terry Davis, representing the Auburn Chamber of Commerce, discussed local business support with the Committee. Ms. Wyatt stated the Chamber's primary concern is Chamber Members being "double-taxed" or taxed unfairly. The Chamber is working to prevent this by rewording the document. Ms. Wyatt provided examples for the Committee. Mayor Lewis provided further explanation. Mr. Davis discussed the data from the Citizens'

Report on Arterial Streets. Mr. Davis stated a major part of the conclusions provided by the Task Force was that there was not one funding source for the repair and maintenance of the freight routes. Mayor Lewis concurred. The Committee discussed striking the words, "...freight mobility..." from the ordinance and replacing it with the language used in the Task Force report which is focused on pavement preservation, not things like overpasses that could be considered part of "freight mobility".

The Committee discussed the effective date and at what time the excise would be collected. Robertson stated the tax would be collected upon renewal or application of a business license.

#### D. FEDERALIZATION OF STIMULUS PROJECTS

Director Dowdy reported at the January 21, 2009 meeting of the King County Directors (KCPEC) a method of prioritization and a federalization process were developed. There is an application process for local projects not currently on the Regional Transportation Improvement Plan to get advanced approval through the Washington State Department of Transportation (WSDOT) for the future use of federal funds on local projects.

Director Dowdy provided the Committee a list of staff recommended projects. The Committee reviewed the list.

Director Dowdy answered questions asked by Member Singer regarding qualifications and prioritization of the recommended projects.

#### E. CODE UPDATE PROJECT – DESIGN STANDARDS

Assistant Director/City Engineer Selle introduced Jeremy Delmar, Project Manager for Roth Hill Engineering Partners, who was in attendance to discuss, with the Committee, his memorandum on the City of Auburn Design Standards Update.

Mr. Delmar reported the first task assigned to Roth Hill was to do research on road geometrics on lower volume roads and street grades. Auburn's current standards were compared to those of other nearby municipalities, such as the Cities of SeaTac, Renton, Sumner, and Puyallup. The standards for both Pierce and King Counties and the requirements as specific by the American Association of State and Highway Transportation Officials (AASHTO) were reviewed as well.

Mr. Delmar stated that while the City of Auburn Design Standards tend to be more prescriptive, they are also more thorough and detailed than many other municipalities. Mr. Delmar gave the Committee examples of some of the difference between the City's Design Standards and those of other cities. There was some discussion about the need to balance flexibility of design standards for developers with both the needs of citizens and the City's long-term maintenance and operations responsibilities.

Assistant Director/City Engineer Selle explained to the Committee how staff uses both AASHTO and the City's Design Standards and to which publication is reference under varying circumstances. Selle answered questions asked by Member Singer regarding the review process.

Street Geometrics: The Committee reviewed Exhibit 2, Right Angle “L” Intersection and determined that a similar intersection with an “eyebrow” would be desirable to include in the City’s standards.

Street Grades and Vertical Curves: The Committee reviewed the road geometrics provided on maps at the last Committee Meeting for Council members to visit. The maps outlined various examples of street grades and horizontal curves in the City of Auburn. The Committee discussed existing streets in Auburn with steep grades, such as Riverwalk Drive and Lake Tapps Parkway. Assistant Director/City Engineer Selle commented on the benefits of providing appropriate landings at intersections. Chairman Wagner recommended keeping the maximum of a 6% grade, with the option to request for a deviation when certain requirements are met. Member Singer pointed out other jurisdictions’ maximum grades are higher. Mr. Delmar recommended the streets be looked at on a case by case basis. Assistant City Engineer Gaub stated the Valley Fire Regional Authority prefers a grade no steeper than 12%.

The Committee discussed the Americans with Disabilities Act (ADA) requirements.

Using the Kersey III Development as an example, Member Singer recommended the maximum grade be increased to 8% or 10%. Selle commented the development was designed using a previous version of the Design Standards, allowing a maximum grade of 12%. Mayor Lewis stated his support for increasing the maximum grade allowed to 8%. The Committee discussed residential collector arterials. Selle stated most roads that are going to be developed by private developments using the Design Standards are local residential roads in residential subdivisions.

There was some discussion about needed to incorporate a trail system to supplement sidewalks and meet ADA requirements when road grades become too steep. Mr. Delmar reported on his findings regarding ADA standards and street grades. The most specific criteria is at intersections, handicap ramps, and the areas adjacent to them. These are the locations where ADA has concrete guidance. Selle stated that up hill and down hill grades could be at 8% with sidewalks at the same grade if landings are incorporated at 5% grade, or less at intersections to meet the guidance from ADA.

The Committee agreed to increase the street grade to a maximum of 8% with the ability to request a deviation of a maximum of 10%. Chairman Wagner stated he did not agree with a maximum grade of 10% being allowed on arterials. The Committee would like to see a matrix of criteria developed that would indicate clearly how the mitigation needed to deviate beyond the 8% maximum.

Horizontal Curves Minimum Tangents between Reverse Curves: Chairman Wagner stated the 375 ft horizontal curve provided good sight distance and at 300 ft, especially if there were parked cars present, sight distance decreased substantially. Member Singer commented a shorter curve also causes drivers to reduce their speed. Assistant City Engineer Gaub stated in the current Standards, 375 ft is what is required on local residential roads. Selle discussed the factors involved in determining horizontal curves, the primary concern being adequate sight distance. Selle stated that staff recommends utilizing AASHTO standards for horizontal curves. The Committee concurred.

Vertical Curves: Assistant Director/City Engineer Selle answered questions asked by Chairman Wagner regarding entries for vertical curves. Selle stated staff’s biggest concern with vertical curves is adequate sight distance since the city control the grades of the streets.

Therefore, staff proposes to rely on the AASHTO standards for vertical curves. Assistant City Engineer Gaub also stated the length of vertical curve is dictated by the sight distance required to see an object in the roadway with an adequate stopping distance. The committee concurred with using AASHTO sight distance standards for vertical curves.

The Committee continued with review of Design Standards, Section 10.03 Sight Distance.

10.03: Referencing the first paragraph, Chairman Wagner asked for the definition of “normal conditions.” Traffic Engineer Para answered when AASHTO is calculating sight distance they are assuming wet pavement. Chairman Wagner suggested a more detailed definition of the conditions be considered.

10.03.1 Sight Distance Design: Assistant Director/City Engineer Selle answered questions asked by Chairman Wagner regarding the phrase “...passenger cars on level roadways...” Chairman Wagner asked if there was any consideration given to trucks and sight distance. Traffic Engineer Para responded that no truck adjustments are necessary for stopping sight distance. The truck adjustment factors required for intersection sight distance are included in the tables of the revised code section.

10.03.1.2 Intersection Sight Distance: Chairman Wagner asked if all of Auburn’s freight routes would meet the 5% vehicle volumes. Para confirm they would.

10.03.1.2.2.3 Right-of-Way Requirements: Selle responded to questions asked by Chairman Wagner regarding sight distance triangles being located completely within the City right-of-way. It was determined that easements outside of the ROW may be needed to preserve sight distance triangles.

The Committee briefly reviewed Tables 10-2, 10-2A, 10-2B, 10-2C, and 10-2D.

## F. CAPITAL PROJECT STATUS REPORT

Item No. 8 – C504A – R Street SE Utility Improvements: Senior Project Engineer Helbig answered questions asked by Chairman Wagner regarding the adjustment of the budget and how funds from the Muckleshoot Indian Tribe are distributed for this project.

Item No. 10 – CP0762 – Les Gove Neighborhood Improvements: Chairman Wagner commented on the need to complete the utility rate study before the Committee will know how much the capital projects will determine the increase in rates. Utility Engineer Repp responded that utility capital improvement plans are still being developed and that the rate study is dependent on those plans. Repp continued saying that he would discuss the issue with the rate study consultant and share the findings with the Committee. Chairman Wagner asked how much later the project could go out for advertisement. Selle explained it would be better to go to bid sooner rather than later for this project given the current bidding climate.

Item No. 12 – C524A – SCADA System Improvement: Chairman Wagner recommended the bid for this project be delayed until after completion of the utility rate study.

Item No. 23 – CP0741 – A St SE Pedestrian Improvements: Chairman Wagner asked about the grade of the sidewalk improvements. Helbig answered it meets ADA requirements. Wagner asked if there will be a fence. Helbig answered there will be a chain link fence on the top of the wall.

Item No. 33 – SR-164 Corridor Study: Director Dowdy responded to questions asked by Chairman Wagner regarding follow up from the WSDOT committee.

#### G. TRUCK PARKING ON 8<sup>TH</sup> STREET SW

Director Dowdy reported the manager of the Best Western Peppertree Auburn Inn, located at 401 8<sup>th</sup> Street SW, Auburn, WA, contacted the City, concerned because, following the passage of Ordinance No. 6322, some regular customers of the hotel are no longer able to park their trucks on 8<sup>th</sup> Street SW. Using an aerial map, Transportation Planner Welsh, explained to the Committee that during examination of the street it was noted the trucks parked on both sides of the street caused problems with sight distance. The hotel manager had asked staff what other options were available for parking for hotel customers with trucks. Welsh said staff reviewed the situation and found no workable solution. Director Dowdy stated he suggested to the hotel manager that truck drivers park in locations where truck parking is allowed and shuttle patrons to the hotel as a possible solution. Assistant Director/City Engineer Selle noted a possible solution may be for the hotel manager to make arrangements for patrons to park their trucks in neighboring parking lots.

Chairman Wagner asked if the Police Department is able to issue warnings to trucks violating the parking ordinance. Welsh answered he thought warnings were issued for two weeks, but would have to confirm that information. Chairman Wagner and Mayor Lewis discussed the feasibility of tracking drivers who had been issued warnings and those who had not. Chairman Wagner asked if it is sensible to install "No Truck Parking" signs in targeted locations. Welsh responded it was not reasonable to install signs in only certain locations and not on every street where truck parking is not allowed.

The Committee continued discussion about possible solutions. Staff will continue to communicate with the hotel manager.

#### H. C-CURB DISCUSSION

The party requesting this topic be discussed was not present. The Committee deferred discussion.

- I. Mayor Lewis reported on the real estate investment trust (REIT) and sales tax figures in Auburn for the month.

#### V. ADJOURNMENT

There being no further business to come before the Public Works Committee, the meeting was adjourned at 5:46 p.m.

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2009.

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Rich Wagner  
Chairman

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Jennifer Rigsby  
Public Works Department Secretary



